

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-18. (Cancelled)

Claim 19. (New) Apparatus for preventing rollover of a vehicle, said apparatus comprising:

a detection device which determines an actual value of a yaw rate variable that describes the yaw rate of the vehicle;

an evaluation unit which determines a setpoint value of the yaw rate variable and a threshold value of the yaw rate variable that is suitable for limiting the setpoint value for avoiding rollover of the vehicle, and a control device for adjusting vehicle units to influence longitudinal and/or transverse dynamics of the vehicle; wherein,

the evaluation unit controls adjustment of the vehicle units, based on a comparison between the determined actual and setpoint values of the yaw rate variable, such that the determined actual value assumes the determined setpoint value; and

if the setpoint value of the yaw rate variable exceeds the threshold value of the yaw rate variable, to avoid rollover of the vehicle the evaluation unit limits the determined setpoint value of the yaw rate variable to the determined threshold value of the yaw rate variable;

wherein, the evaluation unit determines the threshold value of the yaw rate variable as a function of a threshold value of a roll angle variable which describes a roll angle of the vehicle.

Claim 20. (New) The apparatus according to Claim 19, wherein the threshold value of the roll angle variable determined by the evaluation unit characterizes a transition between a roll-stable state and a rolling state of the vehicle.

Claim 21. (New) The apparatus according to Claim 19, wherein the evaluation unit determines the setpoint value of the yaw rate variable as a function of at least one of i) a determined steering angle variable which describes the steering angle that can be set at the steerable wheels of the vehicle, and ii) a longitudinal speed variable which describes longitudinal speed of the vehicle.

Claim 22. (New) The apparatus according to Claim 19, wherein the evaluation unit determines the threshold value of the yaw rate variable as a

function of variables that characterize at least one of the load state, geometric characteristics and body characteristics of the vehicle.

Claim 23. (New) The apparatus according to Claim 22, wherein the variables that characterize the load state of the vehicle include at least one of the position of the center of gravity variable which describes the spatial location of the center of gravity of the vehicle, and a mass variable which describes the mass of the vehicle.

Claim 24. (New) The apparatus according to Claim 22, wherein the variables that characterize the geometric characteristics of the vehicle include a track width variable which describes the track width of the vehicle, and/or a position of center of roll variable which describes the location of the center of roll of the vehicle.

Claim 25. (New) The apparatus according to Claim 22, wherein the variables that characterize the body characteristics of the vehicle include a roll resistance variable which describes the roll resistance of the body of the vehicle.

Claim 26. (New) The apparatus according to Claim 23, wherein the evaluation unit determines the position of the center of gravity variable and/or the mass variable while and/or before the vehicle starts to travel.

Claim 27. (New) The apparatus according to Claim 23, wherein the evaluation unit determines the position of the center of gravity variable and/or the mass variable as a function of variables that characterize the state of motion of the vehicle, and/or as a function of the temporal response of at least one of these variables.

Claim 28. (New) The apparatus according to Claim 27, wherein the variables that characterize the state of motion of the vehicle include at least one of a tipping angle variable which describes the tipping angle of the vehicle, and a pitch angle variable which describes the pitch angle of the vehicle.

Claim 29. (New) The apparatus according to Claim 23, wherein in each case a fixed, predetermined value for the position of the center of gravity variable and/or the mass variable is stored in the evaluation unit.

Claim 30. (New) The apparatus according to Claim 19, wherein the evaluation unit determines the threshold value of the roll angle variable as a function of variables that characterize transverse dynamics of the vehicle.

Claim 31. (New) The apparatus according to Claim 30, wherein the variables that characterize the transverse dynamics of the vehicle include a transverse acceleration variable which describes the transverse acceleration acting on the vehicle.

Claim 32. (New) The apparatus according to Claim 19, wherein the vehicle units comprise at least one of drive for providing propulsion which acts on the vehicle, braking apparatus for braking the wheels of the vehicle, and steering apparatus for influencing the steering of the vehicle.

Claim 33. (New) The apparatus according to Claim 32, wherein the braking apparatus is designed so that the wheels of the vehicle may each be braked independently.

Claim 34. (New) The apparatus according to Claim 19, wherein the detection device, evaluation unit, and control device are components of an electronic stability program present in the vehicle.

Claim 35. (New) The apparatus according to Claim 19, wherein:

the evaluation unit provides controllable driver information means for sending optical or acoustic driver information; and

the evaluation unit causes the optical or acoustic driver information to be sent in conjunction with the control of the vehicle units.

Claim 36. (New) A method for preventing roll in a vehicle, comprising:

determining an actual value of a yaw rate variable describing the yaw rate of the vehicle;

determining a setpoint value of the yaw rate variable and a threshold value of the yaw rate variable;

comparing the determined actual value of the yaw rate variable and the determined setpoint value of the yaw rate variable;

controlling longitudinal or transversal dynamics of the vehicle in such a way as to cause the determined actual value of the yaw rate variable to assume the determined setpoint value of the yaw rate variable; and

if the setpoint value of the yaw rate variable exceeds the threshold value of the yaw rate variable, to avoid rollover of the vehicle, limiting the determined setpoint value of the yaw rate variable to the determined threshold value of the yaw rate variable;

wherein, the threshold value of the yaw rate variable is determined as a function of a threshold value of a roll angle variable which describes a roll angle of the vehicle.